(i) Do not question the pilot but be responsive to his requests;

(ii) Monitor the aircraft and use normally hand-off procedure without requiring transmissions or responses by the pilot unless he has established communications;

(iii) If aircraft are dispatched to intercept and escort the unlawfully seized aircraft, provide all possible assistance to the intercepting aircraft to aid in placing them in a position behind and above the seized aircraft.

The ATC is also required to try and collect operational intelligence regarding the identity of the airline, number of passengers, identity of the hijackers and weapons, likely destination, fuel, instructions given by the hijackers and their intentions etc. This information is required for Crisis Management Bodies. ATC itself is not required to manage the crisis.

Daily Air Service between Delhi and Kullu

1217. SHRI ANIL SHARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that daily service is not being operated on Delhi-Kullu route thereby not meeting the requirements of passengers of that sector at present;

(b) whether Government are considering to augment the number of flights in that sector; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) At present, only Indian Airlines is operating air services on Delhi-Kullu-Delhi sector on 3 days per week. However, Indian Airlines has no plans to increase the frequency, due to capacity constraints.

(b) and (c) Operators are free to operate on any route in their commercial judgement subject to compliance with the Route Dispersal Guidelines which provide for certain minimum operations on various category of routes.

Time-frame for Privatisation of Airports

1218. DR. KARAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the policy of Government regarding privatisation of major Airports in the country;

(b) whether this will result in upgradation of the standards of our major Airports to bring them at par with international standards; and

(c) if so, the time-frame within which these improvements will take place?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) It has been decided to restructure the airports of Airports Authority of India as and when found suitable through long-term lease to bring the standards of services/facilities at par with the international standards. At present, the existing airports at Delhi, Mumbai, Chennai and Calcutta are being taken up for this exercise. The process is likely to take approximately one year.

Decline in Container Handling at Mumbai Airport

1219. SHRI SATISHCHANDRA SITARAM PRADHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the container handling is decreasing day by day in Mumbai Airport; and

(b) if so, the reasons for the same alongwith the details for the last five years?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The records of cargo tonnage, rather than containers handled, are maintained at Mumbai Airport. The volume of cargo depends upon the demand. The details of international and domestic cargo handled at Mumbai airport for the last five years are as under:—

Total Quantum handled at *(In Metric Tonne)*

Year	International Airport	Domestic Airport
1994-95	1,59,111	47184
1995-96	1,84,059	50591
1996-97	2,00,202	54432
1997-98	1,95,992	57623
1998-99	1,84,662	58922